



# R4 RIDGE RACER TYPE 4

PlayStation® Classic

## DEFAULT CONTROLS

CROSS button	accelerate
SQUARE button	brake
L1, L2 buttons	shift down (manual transmission only)
R1, R2 buttons	shift up (manual transmission only)
directional buttons	steer
START button	pause/skip messages

## GAME MODES

### GRAND PRIX

Sign up with a race team as a professional driver and work together with the team manager to win the Grand Prix.

The Grand Prix is divided into three stages: the 1st and 2nd qualifying heats (2 races each) and the Final Grand Prix (4 races).

You must complete the required laps for each race and finish in a qualifying position to advance to the next race. If you do not place high enough to qualify for the next race, or you are not able to complete the race within the time limit, you must retire from the race.

After dropping out of a race, you are presented with the following options:

- Retry** You have four chances to qualify in the same race. The game is over when you fail to qualify, and you have no more chances left.
- End** Exit from Grand Prix mode.

You achieve ultimate victory when you advance through the first seven races and finish 1st in the final race of the Grand Prix.

### **TIME ATTACK**

Race on a track by yourself. The goal is to defeat the record time for that course. In addition to the preset cars, you can also use cars that you've earned in a Grand Prix race. However, only cars registered in the Garage can be used.

### **VS BATTLE**

You and a friend can compete in head-to-head competition, via split screen.

## **GARAGE**

Register cars that you've earned in the Grand Prix. Once a car is in the Garage, you can use them in the Time Attack and VS Battle modes. Registered cars can be customized with new paint jobs and preset decals. You can also create your own decals to customize your car.

## **RACE START SCREEN**

The Race Start Screen is displayed as the race is about to begin. Press LEFT or RIGHT to choose the background music for the race.

## **MANUFACTURERS**

### **ASSOLUTO**

Country	Italy
Type	Drift

ASSOLUTO's car designs are characterized by fluid, sporty body styles.

## **Lizard**

Country USA

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Type Drift

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Lizard's designs are noted for their dynamic and aggressive forms.

## **Age Solo**

Country France

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Type Grip

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Their designs focus on compact, aerodynamic body styles.

## **TERRAZI**

Country Japan

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Type Grip

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TERRAZI's cars are renowned for their varied body styles.

## **TEAMS**

### **Racing Team Solvalou (RTS)**

Tuning Hard

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An elite Italian team with a record number of GP victories. Their cars are tuned for high performance.

### **Pac Racing Club (PRC)**

Tuning Normal

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A new Japanese team competing for the first time this season. Their cars are tuned for balanced performance.

### **RC Micro Mouse Mappy (MMM)**

Tuning

Easy

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A French team with cars renowned for ease of handling.

### **Dig Racing Team (DRT)**

Tuning

Expert

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A winning team in the past, this American team is in a slump. Their limited budget will make a winning season difficult to achieve.

## **COURSES**

The layout of each of the eight courses differs greatly, so familiarize yourself with each one to develop your racing strategy. Although the race order for the courses is preset in the Grand Prix, you can choose courses freely in the other race modes.

Here's a taster of what you can expect:

#### **Phantomile**

Phantomile is the shortest course in the Grand Prix. As the course is wider than the others, fast lap times will be determined by skilful and aggressive cornering.

#### **Brightest Night**

This course is one of the longest in the Grand Prix with two vicious hairpin curves – you'll have to master them to ensure victory.

#### **Shooting Hoops**

Shooting Hoops is an oval course that sets the stage for the final race of the Grand Prix. Speed is of the essence on this track. Even small mistakes may cost you the race!

## **TECHNICAL ADVICE**

Acquaint yourself with the Grip and Drift cornering methods. These two cornering techniques should form the backbone of your racing strategy.

### **Grip Cornering Method**

This technique employs reduced velocity controlled with the accelerator. Reducing accelerator input right before a corner will increase tyre grip and enable you to quickly slip through the corner. As you clear the corner, increase accelerator input to increase your speed onto the straightaway.

When you attack corners, stay outside of the course at the start of the curve, and then come close as possible to the inside of the course at the apex of the curve. As you come out of the curve, move to the outside of the course again.

This cornering method works well with Age Solo and TERRAZZI cars.

### **Drift Cornering Method**

In the Drift cornering method, you must intentionally put your car into a controlled tail slide to negotiate a sharp corner. This method is well suited for cars by ASSOLUTO and Lizard.

To use this method, turn steering sharply to the inside of the curve as you near the turn and ease up on the accelerator. Accelerate again to make the tail of the car slide, causing your car to “drift”. The longer you release the accelerator and steer into the curve, the stronger the tail slide will be when you reapply the accelerator.

After the tail slides, steer back towards the outside of the curve. As you exit the curve, go into neutral and accelerate to regain your speed.

## CREDITS

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